

A New Emergency Squadron

by MARJORIE DRISCOLL

A new women's aeronautical organization has been founded to assist the authorities in the case of emergencies such as floods. It is organized along military lines and shows great possibilities for the future.

FLOOD waters, from storms or the sudden breaking of a dam, have swept down, leaving devastation behind.

Marooned on a few acres of high ground are a score of refugees, cut off from rescue by spreading waters or washed-out roads. To reach them on foot would take hours; perhaps days. By that time, the injured might be dead. Others might be victims of pneumonia.

An airplane circles overhead, piloted by a woman in a blue uniform. If there is space for any kind of a landing, she sets her plane down. Other women, also in uniform, climb out. They carry well-supplied first-aid kits. They lift out a portable radio.

Within an hour, the sick and injured have been treated by trained nurses and first-aid workers, and the pilot is in radio communication with an airport base. The Medical Detachment of the **Women's Air Reserve** is on the job.

Or, perhaps, there has been no room to land. Then the plane circles slowly back over the watching refugees. A blue-uniformed woman steps overboard. She is a professional parachute-jumper, possibly Mary Wiggins, nationally-known stunt girl.

In a shoulder pack, she carries a first-aid kit, and a miniature but efficient radio outfit is attached to her belt. On the ground, she becomes nurse, first-aid worker, and radio operator, all in one. After a while, in answer to her message, another woman-piloted plane appears and freight parachutes come drifting down, bringing supplies.

This is the service which this group of flying women doctors, nurses, and first-aid workers has set as its standard of efficiency. The Medical Detachment of the **Women's Air Reserve**, centering in Los Angeles, is an especially trained group within the main organization and is under the command of Lieutenant Viola Neill, R.N. The **Women's Air Reserve** has found favorable recognition by the American Red Cross and the aerial squadron of the Los Angeles county sheriff's office, and is scheduled to work with them under the set-up of the "Sheriff's Disaster Program."

Their activity includes regular training, with drills, practice flights, and the study of theoretical problems, and in addition a constant effort to build up equipment. Some of the members own planes; others have ships available at need. They have the use of a well-equipped ambulance plane. First-aid equipment, radio outfits and other necessities are being assembled, but much of the material is expensive.

The Medical Detachment is strictly



Litter drill, Medical Detachment, Women's Air Reserve. LEFT TO RIGHT: Viola Neill, Mary Wiggins, Patty Willis, Ruth Van, Dr. Emma Kittredge, Alice Jane Kelly, Bobby Tront, Josephine O'Connell, Bee Selck.

a working group. At five regular meetings every month, the women study and drill. Often they undertake special activities.

Following the flood of New Year's Eve, 1933—in which, incidentally, Lieutenant Vivienne Culver, R.N., a Reserve member, headed the first relief hospital—they conducted a special maneuver. The orders read:

"Assemble at the Alhambra Airport. Take a map of the flood area. Fly over the area, marking on the map washed-out roads, broken bridges, etc. Locate and mark on the map the position of a man on the ground, waving a red flag to indicate that he represents a 'patient' in need of aid. His position in the area will not be previously known to you. From the air, map a ground course by which the 'patient' may be reached. Return to the airport, take your car, and find the 'patient.' He will hand you a list of 'victims' and their injuries. Prepare to treat these persons and to arrange for their transfer to hospitals."

At recent air meets in Los Angeles and neighboring cities, the women of the Medical Detachment have given demonstrations of litter drills; have set up and managed emergency hospitals, and have efficiently rendered aid when called upon.

At the National Air Races in Los Angeles in 1933, the **Women's Air Reserve** had charge of the emergency hospital, the first-aid and public clinics. They handled over 130 cases, without the loss of a life. One of their patients was Hoot Gibson, film actor, who was injured when he crashed during a race.

The Medical Detachment of the **Women's Air Reserve** was made a separate unit when the Commanding General Florence Lowe Barnes, noted speed flyer, assigned Lieutenant Viola Neill, R.N., to proceed with the training of the unit as its chief.

In building up the unit, Miss Neill worked carefully. She found several women pilots in the Reserve who were trained nurses; some who had Red Cross first-aid certificates. She induced a few carefully selected nurses to learn to fly and to join the unit.

Dr. Emma Kittredge of the staff of the California Hospital and Flight Surgeon of the Reserve aided her greatly. Dr. Kittredge is an examining physician for the aeronautical bureau of the Department of Commerce; the only woman to hold such an appointment. Her work for the government is particularly for the help of women pilots and their medical problems.

Dr. Kittredge, with members of the Medical Detachment as her subjects, is now making a special study of the effect of flying on the physical and nervous systems of women. She examines them before and after flights; they observe their own reactions and report to her. She is gathering a mass of data that promises to be of great value to aviation medicine.

The drills which the women undergo are in charge of a sergeant from the 160th Infantry, California National Guard, and follow the manual used by the Army Medical Corps. The Reserve is a military organization, patterned after the Army Air Corps, not with the idea of transforming the women into

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the pack are then pulled into place by these cords, and the pack cones are locked into the grommets by inserting pins of a temporary rip-cord.

Next the pilot's chute is inserted into the pack. Pilot's chute lines enter the pack on the opposite end from that of the rip-cord housing. The rigger holds the pilot's the main spring or eye-loop of the mechanism is toward him. The skirt is folded just inside the frame as this spring is closed. Then the pilot's chute is inserted point down under the flap, so it is forced open by its own spring as soon as the pack opens. Next the suspension lines of the pilot are folded and tucked in so they will not tangle.

Outside flaps are pulled up and fastened. Elastic flap cords fastened at one end to the back of the pack carrier, are hooked across these flaps in such a way that they will pull the flaps back when the rip-cord is pulled. This keeps the pack flaps from interference with the opening chute.

All temporary cords are removed and the substitute rip-cord is replaced with the one which was previously tested. The pins are sealed by a turn of cotton cord under their ends. The other end is wrapped and tied around the wire and the ends tied together. The knot is drawn into a metal seal and pressed tight with the packer's official inspection number.

Once in a while, a rip-cord line catches on something in the plane and

the pins slip out of the cones. Even in a closed plane the bulk of an unfolded chute would be awkward and dangerous. One man whose chute opened while in the ship, was pulled through a camera opening, fifteen by twenty inches, and badly hurt.

To avoid such accidents, a test was devised. The housing through which the wire runs is sewed to the harness to prevent damage to the rip-cord. This wire must be long enough to allow for the stretch of the flexible housing when the weight of the man who wears the chute pulls it out. The test consists of putting full body weight on the seat pack while holding the harness up. If the pins move in their eyelets, the rip-cord is too short to be safe.

With this detailed care in packing parachutes, no wonder the custom of "grudge jumping" has gone—completely unnecessary, since every packer is willing to try out his own pack. The final test at Chanute Field Parachute School, when the student packer jumps with a parachute of his own packing, is voluntary. Most of them want the experience, after completing their work in the course.

Professional chute jumpers do not usually bother to keep the rip-cord after it is pulled and the parachute is released. So often the jumper needs both hands to guide the chute by pulling the shroud lines during his descent, and the rip-cord is thrown away.

END

Emergency

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soldiers but for the disciplinary value and for efficiency.

The membership and qualifications of the group indicate the serious intentions of the unit. Rank has been assigned on the basis of flying ability. The commanding general, Florence Lowe Barnes, known in aviation circles as "Pancho," has held the world's speed record for women and is the only woman pilot member of the Associated Motion Picture Pilots, who furnish movie thrills.

First Lieutenant Viola Neill, R.N., is a private pilot, qualified Red Cross first-aid instructor, and national medical officer of the Reserve. Dr. Kit-tredge, flight surgeon, is a student pilot and Red Cross first-aid instructor. Captain Bobby Trout, chief of staff, is a transport pilot, holder of endurance records, and qualified first-aid worker.

First lieutenants are Myrtle Mantz, private pilot, radio operator, first-aid worker; Eileen Curley, R.N., private pilot, first aid; Patty Willis, private pilot, first aid, holder of a Red Cross life-saving certificate; Alice Jane Kelly, private pilot, first aid.

Second lieutenants are Vivienne Culver, R.N., solo pilot, first aid; Ruth Van, R.N., student pilot, first aid; Pauline Collins, R. N.

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per doz.....50c 3-oz. bottles, per doz.....70c 4-oz. bottles, per doz.....90c 1 qt., each.....1.25 1 gal., each.....2.25</p> <p>WASH-GLOSS 1-oz. bottles, per doz.....30c 2-oz. bottles, per doz.....50c 4-oz. bottles, per doz.....90c</p> <p>WOOD VENEER (For scale model work.) 3/32", 2 sheets for.....25c</p> <p>JAPANESE TISSUE White, per doz.....12c Colored, each, per doz.....15c</p> <p>GENUINE SUPERFINE TISSUE (Cover your expensive instruments with this paper.) 12 1/2x12, per doz.....75c</p> <p>FRESH PAPA BISHOP AA GRADE 1/32 sq. 227 skins.....25c 1/32 sq. 227 skins.....25c 1/32 sq. 227 skins.....25c 1/32 sq. 227 skins.....25c 1/32 sq. 227 skins.....25c 1/32 sq. 227 skins.....25c 1/32 sq. 227 skins.....25c</p> <p>INSIGNIA SHEET 12 oz. & rubber and ball markings with gummed back. Per doz. 36c; lot for \$1.75</p> <p>WIRE STRAIGHT LENETS Nos. 6, 8, 10, 12, 14, 16, 18, 20 fl. or #1 sizes.....25c</p> <p>THRUST BEARINGS Small or large, each.....3c Per doz. 18c; per gross.....75c</p> <p>MODEL PINS Per doz. glass.....50c</p> <p>SANDPAPER Per doz. 24c.....25c</p> <p>WASHES 1/2" or 3/4" dia., 1 gross.....75c 1" DIA. CELLULOID MOTOR AND DRAG RING COMBINED (First time on market.) Special price, 2 for.....\$1.00</p> <p>CELLULOID PANTS For 1/2" or 3/4" wheel.....5c For 1" wheel.....10c For 1 1/2" wheel.....15c For 2" wheel.....20c For 3" wheel.....25c</p> <p>DUMMY RADIAL ENGINES Celluloid, 2 cylinders. 1 1/2" dia., 2 for.....45c 2" dia., 2 for.....60c 3" dia., 2 for.....75c</p> <p>CELLULOID WHEELS 1 1/2" dia., per doz.....25c 2" dia., per doz.....35c 3" dia., per doz.....45c 4" dia., per doz.....55c</p> <p>BALSA BALLON WHEELS (Machine turned.) 1/2" dia., per doz.....45c 3/4" dia., per doz.....55c 1" dia., per doz.....65c 1 1/4" dia., per doz.....75c 1 1/2" dia., per doz.....85c</p> <p>SHEET ALUMINUM 300 sheet, 3 fl. for.....25c 300 sheet, 3 fl. for.....25c 300 sheet, 3 fl. for.....25c</p> <p>ALUMINUM LEAF 4000 of an inch thick, 3 1/2" wide, 100 fl. for.....25c (Special 1/100" wall.)</p> <p>ALUMINUM TUBING 1/32 O.D., 2 fl. for.....25c 1/16 O.D., 2 fl. for.....35c 3/32 O.D., 2 fl. for.....45c 1/4 O.D., 2 fl. for.....55c</p> <p>ACCESSORIES Aluminum Cowl Anti-drag rings, closed N.A.C.A. or open N.A.C.A. 1 1/2" x 3 for.....25c 2" x 3 for.....35c 3" x 3 for.....45c 3" x 4 for.....55c</p> <p>Disc-cut Hooks 1 1/2" long, 2 for.....25c 1 1/2" long, 2 for.....25c 2" long, 2 for.....35c 3-bladed Props (Die Cast) 1 1/2" long, 2 for.....25c 2" long, 2 for.....35c 3-bladed Props (Die Cast) 1 1/2" long, 2 for.....25c 2" long, 2 for.....35c Push-rod or Twist Machine Gear (Die Cast) 5" long, 2 for.....25c 1" long, 2 for.....15c 1 1/2" long, 2 for.....20c Disc-cut Wing and Tail Lights, 2 Pcs. to a Set For 1 1/2" model, 2 sets.....25c For 1 1/2" model, 2 sets.....45c For 2" model, 2 sets.....65c Covered Props, Made Grilled 2" x 2 for.....25c 3" x 2 for.....35c 3" x 2 for.....45c 3" x 2 for.....55c</p>
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5 Inch Solid Kits \$4.10 gross
1 1/2" solid model Kits, complete with all parts included. Full-size plans, landing sheet, cement, and nuts/bolts will vary slightly at our price up to 10c. Choice of Bostick P-129, Texaco Sky Chief, Speed, Fokker D-7II, Lockheed Vega or S.E.S. 30c per doz., \$4.10 gross.

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of Fokker D-7II and Curtiss Robin in one box with large quantities of materials, complete with carved grass, wire parts bent, full-size plan and instructions, printed steel, large bottles of cement and dope. There under steam kits again and again.

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